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REFERENCES:

ATTACHMENT TO L-1826
14 SEPTEMBER 1966
PAGE 1

RAILROAD CABLE BRIDGE
VINH/DONG HOI RAIL LINE, NORTH VIETNAM
1809N 10543E

1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS THE SERVICEABILITY OF A RAILROAD
BRIDGE BY-PASS AND ITS ASSOCIATED CABLE BRIDGE.

2. LOCATION:

THE RAILROAD CABLE BRIDGE IS LOCATED AT THE SITE OF THE DONG BAI
RAILROAD BRIDGE OVER THE SONG TIEM [REDACTED] JUST NORTH OF THE
DESTROYED DONG BAI RAILROAD BRIDGE OVER THE SONG TIEM [REDACTED]

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3. REMARKS:

THE NORTH VIETNAMESE ARE NOW RESTORING DAMAGED BRIDGES ALONG
CRITICAL LINES OF COMMUNICATION BY INSTALLING DECK-TYPE CABLE CROSSINGS
WITH REMOVABLE PLANKS. THIS UNIQUE METHOD OF REPAIR WAS ONLY GRADUALLY
ADOPTED, BUT ITS WIDESPREAD USE SUGGESTS THAT IT WILL BE THE STANDARD
PROCESS BECAUSE BRIDGES BECOME LESS VULNERABLE TO AIR STRIKES.

STEEL CABLE RATHER THAN FIBER CORDAGE IS APPARENTLY BEING EMPLOYED.
ALL INDICATIONS POINT TO THE USE OF A STEEL-WIRE PRODUCT, SOME OF WHICH
HAS COME FROM JAPAN. THE CARGO OF THE SOVIET FREIGHTER CHELYABINSK
WHICH ARRIVED IN HAI PHONG ON 25 AUGUST AFTER CALLING AT JAPANESE PORTS
INCLUDED A LARGE AMOUNT OF WIRE ROPE AS WELL AS SMALLER SIZES OF
GALVANIZED STEEL WIRE.

NGA review(s) completed.

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GROUP 1
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14 SEPTEMBER 1966
PAGE 2

THE PROBABLE MAJOR REASON FOR THE EMPLOYMENT OF CABLE BRIDGES IS THAT THEY ARE RELATIVELY INVULNERABLE WHEN THE PORTABLE DECKING IS REMOVED DURING DAYLIGHT (ALTHOUGH IT HAS NOT YET BEEN ESTABLISHED THAT THE DECKING ON THE RAILROAD CABLE BRIDGES IS, IN FACT, REMOVED). IF INDIVIDUAL CABLES ARE ACCIDENTALLY CUT, THEY CAN BE REPAIRED OR REPLACED EASILY. THE ONLY FEASIBLE METHOD OF REDUCING THIS TYPE OF CROSSING APPEARS TO BE BY CRATERING AND WEAKENING THE CABLE ANCHORAGES AT THE APPROACHES. SINCE THE LOCATION OF THE ANCHORAGES MAY VARY BETWEEN SITES, MULTIPLE CRATERING ALONG THE AXIS OF THE ROADWAY MIGHT BE REQUIRED TO EFFECT THE NECESSARY DAMAGE.

4. MISSION READOUT:

[REDACTED] REVEALS CAMOUFLAGED RAIL DECKING ON THE WESTERN APPROACH OF THE RAILROAD CABLE BRIDGE UNDER CONSTRUCTION OVER THE SONG TIEM. PROBABLE WINCHES (ONE OF WHICH MAY BE AN ANCHORAGE FOR THE WINCH CABLE) ARE LOCATED ON BOTH BRIDGE APPROACHES. THE EASTERN APPROACH IS NOT SERVICEABLE DUE TO THE ABSENCE OF TRACKAGE. (THE DONG BAI RAILROAD BRIDGE [REDACTED], DESTROYED LAST YEAR BY U.S. AIR STRIKES, REMAINS UNSERVICEABLE.)

[REDACTED] REVEALS THAT THE CAMOUFLAGED DECKING HAS BEEN PLACED UPON THE BRIDGE CABLES AND THAT TRACK HAS BEEN LAID ON THE EASTERN APPROACH, RENDERING THE CABLE BRIDGE SERVICEABLE.

[REDACTED]

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